

**Aviation Safety Investigation Report
198803475**

Bell WB47G-3B1

7 August 1988

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

1. The pilot had limited experience in high weight operations into confined areas. This contributed to him accepting that 1-1.5 inches MAP was an adequate power margin and to setting less than full power for the takeoff.
2. Different atmospheric conditions probably existed at the time and place of the power check compared to those prevailing on DEPARTURE from the clearing.
3. The pilot used an incorrect technique for departing the clearing.
4. There was insufficient engine power available to prevent the helicopter descending.

Reccomendations:

1. That the Civil Aviation Authority check helicopter flying training organizations, particularly those without access to realistic confined area training, to ensure the correct techniques and considerations regarding confined area operations are being taught.
2. That the Civil Aviation Authority ensure that confined area operations is given appropriate emphasis during flight testing of all helicopter pilots.